

Star and Courier.

BOUTELLE & BURR, PROPRIETORS.
C. A. BOUTELLE, Editor.

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THURSDAY, SEPTEMBER 8, 1897.

Congressman Stewart says that only one Republican Federal officeholder remains undisturbed in Vermont, the postmaster of Montpelier and he has been retained only because of a difficulty in selecting his successor.

Congressman Whiting predicts that Massachusetts will give 25,000 for the Republican candidate for President, and that Mr. Blaine, if nominated will get as large a vote as any one. He says that the Democratic disaffection with the Mugwump Federal officials is profound, intense and widespread.

The Boston Post thinks it "a very com temptible partisan trick" for Mr. Thoburn to insist that he was defrauded of an election by the non-partisan Bourbons in Mr. Carlisle's district. If Mr. Carlisle was honestly elected he surely has no reason to fear an investigation, but this "sincerity" on the part of the Democratic organs looks as though they were afraid that Mr. Thoburn might have too strong evidence on which to base his contest.

It has been said that "against stupidity even the gods fight in vain." What chance therefore has the *Courier* in an argument with the *Post* on the tariff question? We throw up the sponge—*Courier*.

The above rather humiliating manner of dodging the further discussion of a question that has ever been a trouble to our evening contemporary. We are glad however, to note that it has sufficient sense to know when it has enough.

The New York *Herald* calls attention to the remark of the *Boston Herald* some time since that the *Mugwump* had a seat on the box and drove this *Herald* and in view of the fact that the Democratic managers are now "busy making up lists for the senatorial vote, thereby rejecting the hearts of the old war-horses, and to who sits on the box now. The *Mugwump* driver was discharged long since when President Cleveland began to shape his course for a re-nomination and the lines piled in the hands of Senator Sherman, Eugene Higgins and other tried and trusted spoliars all of whom are on the box to-day.

Cap. W. I. Sampson Superintendent of the Naval Academy in his address at the opening of the War College at Newport, R. I. Monday refuted the objections made to that institution and showed the necessity of special instruction in the art of war on land as in European countries. With reference to the criticism against the present location of the college he said that the location of the college had been chosen by the War Department and that it was a long way in excess of the requirements. The designers did not promise a greater speed than fourteen knots. The ship will do much better than that. If the power runs up to 3,000 or 4,000.

This is a ship use with the Navy Department has not expected. Excess of horse power has been carefully provided for in the second series of cruisers, but it was not anticipated in the Boston. When the contest was made for the Baltimore the horse-power was raised down to 9,000, although the English ships called for 10,700. Indeed the ship will not be rejected unless the horse-power falls below 8,000. The same Secretary who considered a meagre deficit of sixty fatal in the case of the Dolphin, allowed his own contractor a margin of 2,700 in the Detroit.

If the engine was designed to develop 10,700 excess 9,000, the Secretary will probably be overwhelmed with feelings of satisfaction. At the same time the contractor will receive large premiums for that artificial surplus there is no honest excess of this kind. Up the Boston's large excess of horse-power is a clear, honest gain over the designed horse power.

Special Notices.
MISS WARNER'S (INDERGARTEN).
And Advanced Class,
Will Reopen Wednesday, September 14th
35 COLUMBIA STREET.

FOR SALE.
My horse 4 years old stands 17 1/2 hands high weighs 1,200 lbs. has a high chestnut mane 3 years old 15 1/2 hands high weighs 1,100 lbs. both by Ormsby and by the best blood in the country. Call and see for particulars.
W. B. CALDWELL, Jr.
supt. an 2w

PER OBSCOT
Steam Navigation Co. Comp'y.
Bangor, Hampden, Winterport, and Portland Route.

Time Table in Effect August 11th 1897.
M. & M. ISMA.
CAPT. ALWOOD. CAPT. DEAN.
LITTLE BUTTERCUP.
LAST DECKER.

Our Democratic and Mugwump com temporate that had the Thobe-Carlisle contested election all disposed of now find that they were somewhat premature. Whether Mr. Thobe succeeds in establishing his claim before a Democratic House is a matter of considerable doubt, but the fact is fully settled that he proposes to attempt it. It was assumed that when the chief clerk of the House of Representatives, under the new law of Congress, opened and sent to the printer some day ago all the testimony in the contested election cases which had been filed with him and no testimony was found in the case of Thobe against Carlisle that, therefore Thobe's contest had been abandoned. This was not the fact. Mr. Thobe has diligently prosecuted his claim to the seat and contends that the actual returns shows his election by 600 or 800 majority. He filed his notice of contest and took his testimony within the period prescribed by law, but took his own time in placing the testimony so taken in the hands of the clerk. After Speaker Carlisle's pleasant participation in the opening of the Medical Congress, Monday, he was requested to drive up to the Capitol, where he met ex-Congressman J. H. Saylor, Thobe's attorney, who produced a power of attorney from his client and in the presence of the clerk they together proceeded to open the testimony filed in Thobe's case. The requirements of the law were found to have been complied with and the Adams sent the evidence down to the Government Printing Office to be printed in accordance with the new law. No testimony of any kind has been placed on file by Mr. Carlisle, who relies entirely upon his certificate of election, signed by the Governor of Kentucky, and upon the general denial filed by Mr. Thobe's ground of contest. Mr. Carlisle will accordingly enter the Fifteenth Congress as a contestant. The embarrasment which will thus be thrown in the way of his re-election as Speaker until the Committee on Elections shall have passed upon his case are obvious.

The Boston Herald finds that Cleveland is more popular with his party than he was two years ago, and the reason for it is summed up in the following sentence by the New York Sun: "The Mugwump bird is houseless, driven from his last shelter, his plumage ragged from the spoilsman's snare." The increasing popularity of the President is rather cold comfort for the Herald.

Some of the people of St. Louis now declare that they will bank pile three of Grover Cleveland in every street and force the members of the Grand Army to march under them or abandon their parade. The best thing for the Grand Army to do is to abandon St. Louis. Let the people of that city entertain Mr. Cleveland, but let the Grand Army veterans go where they will not only be heartily welcomed, but escape all petty annoyances.

Simon Cameron
The New York Evening Star, in welcoming back from his European visit Hon. Simon Cameron thus refers to the remarkable period covered by the veteran's career:

And yet this vigorous gentleman's life is almost contemporaneous with that of this nation. Born before Washington died a voter when James Monroe was candidate for President, still in the vigor of early manhood when he was an enthusiastic supporter of Andrew Jackson a Senator of the United States, a member of Webster, Clay, and Calhoun, the surviving member of Abraham Lincoln's first Cabinet, and a Minister Plenipotentiary to Russia—a life of a life which has been continuous with and in large measure a stimulus or of the wonderful development of this country, Mr. Cameron has the vigor physical to undertake an ocean voyage and the vigor intellectual to charm the able men whom he meets upon the other side of the globe. Everything will welcome him back, and will sincerely wish that good health and mental vigor will continue to bless him for many years.

The Boston Trial Trip
(New York Tribune)
Secretary Whitney's gradually finding out that the Republic users are good ships the mean horse power developed by the Boston in the first trial trip is approximately estimated at 3,900, or 400 more than the contract required. The maximum is nearly 4,000. No attempt was made to obtain a maximum speed, as the object of the trip was to test the works of the engines. As there was a steady run of fourteen and a half knots, with a head and a half knots at times, it may safely be concluded that the ship will average fifteen knots under the most favorable conditions make sixteen knots. The Secretary has always had great stress upon horse power, having condemned the Dolphin for a deficiency of sixty units although the vessel exceeded the required speed and was structurally strong. He was not wholly satisfied with the *Albatross*, since, while unexpectedly fast she did not develop any unit of horse power contracted for. The Boston apparently will be acceptable in all respects, since her power is a long way in excess of the requirements. The designers did not promise a greater speed than fourteen knots. The ship will do much better than that. If the power runs up to 3,000 or 4,000.

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FOR YOUR G MEN!
Save when you are young for the needs of your young men.

THE
"JEWELRY"
Is the only Company making a specialty of the new JEWELRY. It is the oldest Company in the country, and its sales are larger than any other. Call and see for particulars.

GEO. W. E. BARROWS,
—OR—
WILLIAM B. BROWN,
—OFFICE OF—
Blake, Barrows & Brown,
9 CENTRAL ST.,
BANGOR.

THE FOURTH YEAR

COLUB B. ST. PRIVATE SCHOOL.

Wednesday, Sept. 14th, 1897.

Application for entrance to the regular school of the advance class, may be made to Miss Howe or Miss Allen.

NO. 1 BROADWAY.

Social Dance.
There will be a social dance at
City Hall, Thursday Evening.
Good Music will be furnished.
First Mortgage.

Coupon
Bonds.

Secured by mortgage on real estate in Maine, accepted by our personal examination as to value and title, are offered.

In sums from \$50 to \$1,000, at
Prices to yield the Investor
Six per cent.

Our conditions in these securities is assured by our offer to guarantee the interest of the bonds at a rate which will yield the investor five per cent interest, payable semi-annually.

EASTERN TRUST
—AND—
BANKING CO.

COMMONWEALTH
Loan and Trust Co.,
CAPITAL \$100,000.

Paic into the Treasury in Cash.
EASTERN OFFICE
131 Devonshire St., Boston, Mass.

Western Office: Kansas City,
Offers to Advance Money, Insurance Companies, to
Borrowers of Trust Funds and Private
Borrowers.

7 Per Cent. Guaranteed First Mortgage,
WESTERN FARM AND CITY LOANS, and
6 Per Cent. Tebenture Bonds.

These bonds are SECURED by First Mortgage Loans on improved farms and cities and are made subject to the power of the Eastern Trust and Banking Company, and are sold on the basis of a 100% guarantee. The bonds are sold on the basis of a 100% guarantee. The bonds are sold on the basis of a 100% guarantee.

C. W. PARKS, Treasurer and Western Manager
W. W. MASON, Vice President and Eastern Manager
F. F. C. REYNOLDS & CO.
Bangor Agents.

Cand dates for Teaching,
Will have an opportunity for examination at the
High School building, at 10 o'clock, on
August 20th, 1897. For full particulars apply to
the Board of Education, at 10 o'clock, on
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SCOLARS
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FINE YARNS.

FOR KNITTING!

At DWELLEY & CO.'S, Main St.

Very Desirable and Paying
Better Interest than Savings Banks.

For Sale by
BOWLER & MERRILL, Bankers,
And Proprietors of the
Bangor Safe Deposit Vaults,

No. 7 Kenduskeag Block, Bangor.

SPECIAL SALE

OF
OVERCOATS,
JACKETS, WAISTCOATS, &c.

About August 25th,
We shall receive our
GREAT STOCK,

which we shall sell until October 20th at prices that we will give a WRITTEN GUARANTEE shall be

at least ten per cent. lower

than anybody will sell goods of equal value. Be SURE and SEE OUR CLOTHING and get our

LOW CASH DOWN PRICES,

Before you buy It will pay you.

J. E. C. A. MAN & CO.,

ONE PRICE CLOTHIERS,
KENDUSKEAG BRIDGE.

New York Produce Market.
New York Sept. 7. FLOUR—No. 1, 100 lbs. 1.00; No. 2, 100 lbs. .95; No. 3, 100 lbs. .90; No. 4, 100 lbs. .85; No. 5, 100 lbs. .80; No. 6, 100 lbs. .75; No. 7, 100 lbs. .70; No. 8, 100 lbs. .65; No. 9, 100 lbs. .60; No. 10, 100 lbs. .55; No. 11, 100 lbs. .50; No. 12, 100 lbs. .45; No. 13, 100 lbs. .40; No. 14, 100 lbs. .35; No. 15, 100 lbs. .30; No. 16, 100 lbs. .25; No. 17, 100 lbs. .20; No. 18, 100 lbs. .15; No. 19, 100 lbs. .10; No. 20, 100 lbs. .05; No. 21, 100 lbs. .00; No. 22, 100 lbs. .00; No. 23, 100 lbs. .00; No. 24, 100 lbs. .00; No. 25, 100 lbs. .00; No. 26, 100 lbs. .00; No. 27, 100 lbs. .00; No. 28, 100 lbs. .00; No. 29, 100 lbs. .00; No. 30, 100 lbs. .00; No. 31, 100 lbs. .00; No. 32, 100 lbs. .00; No. 33, 100 lbs. .00; No. 34, 100 lbs. .00; No. 35, 100 lbs. .00; No. 36, 100 lbs. .00; No. 37, 100 lbs. .00; No. 38, 100 lbs. .00; No. 39, 100 lbs. .00; No. 40, 100 lbs. .00; No. 41, 100 lbs. .00; No. 42, 100 lbs. .00; No. 43, 100 lbs. .00; No. 44, 100 lbs. .00; No. 45, 100 lbs. .00; No. 46, 100 lbs. .00; No. 47, 100 lbs. .00; No. 48, 100 lbs. .00; No. 49, 100 lbs. .00; No. 50, 100 lbs. .00; No. 51, 100 lbs. .00; No. 52, 100 lbs. .00; No. 53, 100 lbs. .00; No. 54, 100 lbs. .00; No. 55, 100 lbs. .00; No. 56, 100 lbs. .00; No. 57, 100 lbs. .00; No. 58, 100 lbs. .00; No. 59, 100 lbs. .00; No. 60, 100 lbs. .00; No. 61, 100 lbs. .00; No. 62, 100 lbs. .00; No. 63, 100 lbs. .00; No. 64, 100 lbs. .00; No. 65, 100 lbs. .00; No. 66, 100 lbs. .00; No. 67, 100 lbs. .00; No. 68, 100 lbs. .00; No. 69, 100 lbs. .00; No. 70, 100 lbs. .00; No. 71, 100 lbs. .00; No. 72, 100 lbs. .00; No. 73, 100 lbs. .00; No. 74, 100 lbs. .00; No. 75, 100 lbs. .00; No. 76, 100 lbs. .00; No. 77, 100 lbs. .00; No. 78, 100 lbs. .00; No. 79, 100 lbs. .00; No. 80, 100 lbs. .00; No. 81, 100 lbs. .00; No. 82, 100 lbs. .00; No. 83, 100 lbs. .00; No. 84, 100 lbs. .00; No. 85, 100 lbs. .00; No. 86, 100 lbs. .00; No. 87, 100 lbs. .00; No. 88, 100 lbs. .00; No. 89, 100 lbs. .00; No. 90, 100 lbs. .00; No. 91, 100 lbs. .00; No. 92, 100 lbs. .00; No. 93, 100 lbs. .00; No. 94, 100 lbs. .00; No. 95, 100 lbs. .00; No. 96, 100 lbs. .00; No. 97, 100 lbs. .00; No. 98, 100 lbs. .00; No. 99, 100 lbs. .00; No. 100, 100 lbs. .00; No. 101, 100 lbs. .00; No. 102, 100 lbs. .00; No. 103, 100 lbs. .00; No. 104, 100 lbs. .00; No. 105, 100 lbs. .00; No. 106, 100 lbs. .00; No. 107, 100 lbs. .00; No. 108, 100 lbs. .00; No. 109, 100 lbs. .00; No. 110, 100 lbs. .00; No. 111, 100 lbs. .00; No. 112, 100 lbs. .00; No. 113, 100 lbs. .00; No. 114, 100 lbs. .00; No. 115, 100 lbs. .00; No. 116, 100 lbs. .00; No. 117, 100 lbs. .00; No. 118, 100 lbs. .00; No. 119, 100 lbs. .00; No. 120, 100 lbs. .00; No. 121, 100 lbs. .00; No. 122, 100 lbs. .00; No. 123, 100 lbs. .00; No. 124, 100 lbs. .00; No. 125, 100 lbs. .00; No. 126, 100 lbs. .00; No. 127, 100 lbs. .00; No. 128, 100 lbs. .00; No. 129, 100 lbs. .00; No. 130, 100 lbs. .00; No. 131, 100 lbs. .00; No. 132, 100 lbs. .00; No. 133, 100 lbs. .00; No. 134, 100 lbs. .00; No. 135, 100 lbs. .00; No. 136, 100 lbs. .00; No. 137, 100 lbs. .00; No. 138, 100 lbs. .00; No. 139, 100 lbs. .00; No. 140, 100 lbs. .00; No. 141, 100 lbs. .00; No. 142, 100 lbs. .00; No. 143, 100 lbs. .00; No. 144, 100 lbs. .00; No. 145, 100 lbs. .00; No. 146, 100 lbs. .00; No. 147, 100 lbs. .00; No. 148, 100 lbs. .00; No. 149, 100 lbs. .00; No. 150, 100 lbs. .00; No. 151, 100 lbs. .00; No. 152, 100 lbs. .00; No. 153, 100 lbs. .00; No. 154, 100 lbs. .00; No. 155, 100 lbs. .00; No. 156, 100 lbs. .00; No. 157, 100 lbs. .00; No. 158, 100 lbs. .00; No. 159, 100 lbs. .00; No. 160, 100 lbs. .00; No. 161, 100 lbs. .00; No. 162, 100 lbs. .00; No. 163, 100 lbs. .00; No. 164, 100 lbs. .00; No. 165, 100 lbs. .00; No. 166, 100 lbs. .00; No. 167, 100 lbs. .00; No. 168, 100 lbs. .00; No. 169, 100 lbs. .00; No. 170, 100 lbs. .00; No. 171, 100 lbs. .00; No. 172, 100 lbs. .00; No. 173, 100 lbs. .00; No. 174, 100 lbs. .00; No. 175, 100 lbs. .00; No. 176, 100 lbs. .00; No. 177, 100 lbs. .00; No. 178, 100 lbs. .00; No. 179, 100 lbs. .00; No. 180, 100 lbs. .00; No. 181, 100 lbs. .00; No. 182, 100 lbs. .00; No. 183, 100 lbs. .00; No. 184, 100 lbs. .00; No. 185, 100 lbs. .00; No. 186, 100 lbs. .00; No. 187, 100 lbs. .00; No. 188, 100 lbs. .00; No. 189, 100 lbs. .00; No. 190, 100 lbs. .00; No. 191, 100 lbs. .00; No. 192, 100 lbs. .00; No. 193, 100 lbs. .00; No. 194, 100 lbs. .00; No. 195, 100 lbs. .00; No. 196, 100 lbs. .00; No. 197, 100 lbs. .00; No. 198, 100 lbs. .00; No. 199, 100 lbs. .00; No. 200, 100 lbs. .00; No. 201, 100 lbs. .00; No. 202, 100 lbs. .00; No. 203, 100 lbs. .00; No. 204, 100 lbs. .00; No. 205, 100 lbs. .00; No. 206, 100 lbs. .00; No. 207, 100 lbs. .00; No. 208, 100 lbs. .00; No. 209, 100 lbs. .00; No. 210, 100 lbs. .00;

